

THOMAS RELATES HIS WOEFUL TALE

But Still Thinks Pullman
Could Make Boston in
Twenty-Four Hours.

Still full of the idea that he can run from Washington to Boston in twenty-four, or even twenty-three, hours in his 20-horsepower Pullman roadster, John R. Thomas has taken pen in hand to write The Times an account of the adventures which befell him when he started on the attempt from the Munsey building here at noon on August 12.

It will be recalled that Mr. Thomas was going along finely, well inside of his schedule, when he was ditched outside of Hartford, Conn., at 6:30 Thursday morning, taking a turn at high speed to dodge a horse that suddenly became fractious. Right there he came to grief, and the record-breaking came to an untimely end, for the steering gear was disarranged so much that it required several hours of conscientious and perspiring endeavor to fix it up so Mr. Thomas and G. H. Walter, who accompanied him, could wheedle the machine into carrying them the rest of the way. Mr. Thomas writes as follows:

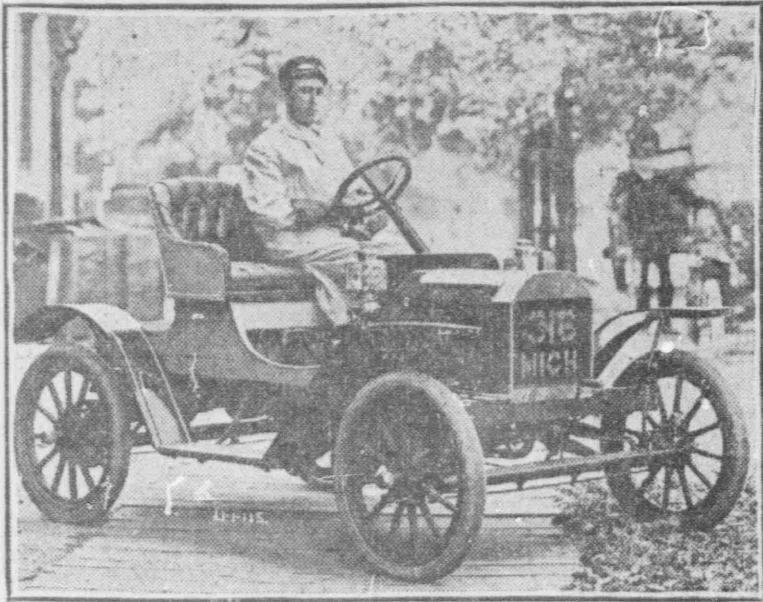
Auto-Editor Times:
In response to wire, asking for account of our run, I wish to state that just after leaving the Matheson we certainly did strike one bad spot near Elkridge. We landed in a swamp trying to go through a field and got hung up. Two mules, four men, and a kind Providence helped us out. We were met outside of Baltimore by Schafer, and piloted through. The road was very bad to Bel Air, but from there to Havre de Grace it was fairly good. After leaving Berryville we had an exciting experience with a man driving two horses with a load of tomatoes. The horses became nervous as soon as they saw us. One whirled around and toppled over, while the other broke loose from the wagon before we could get him.

It was, without doubt, the worst tangle I have ever seen. We were about twenty minutes in getting the man pacified and his rig fixed up.

We proceeded to beat it, and reached Wilmington at 6 o'clock. The roads were far from good, though I have seen worse. We were met on the outskirts of Philadelphia by the agent for that city, and we surely did make time to and through the Quaker City. We waited forty-five minutes getting lunch, and oil, and gasoline. By the time we started for Trenton it was dark, and the dust was very bad. It took nerve to run through that cloud of dust, when all we could see was a red tail light. We made the thirty-four miles in fifty minutes.

The only recollection I have of Jersey was a confused roaring. Walters drove, and we hit the trail for all we were worth. We were held fifteen minutes at Jersey City waiting for a boat. Tanked up with oil and gasoline at the New York agency, and made Hartford in four hours thirty minutes less than the record. I took a hand at the wheel at New Haven, and promptly hit a cow. Just outside of Hartford, Conn., in trying to dodge a horse that became fractious, while we were going thirty-five miles an hour, we got tangled up with the car tracks, wrenched steering gear as we hit high curb, crashed through fence, just missing

ENTERED IN 1,000-MILE TEST



BRUSH RUNABOUT.

With A. D. Bussie, of Washington, at the Wheel, Which Should Complete Endurance Run Today.

trolley pole, hit small post; smashed mud gear and the battery box; went out of commission at some stage of the proceedings. After calling the roll we found we were both there. Damaged parts were taken to a nearby factory, where they cheerfully told us it was impossible to repair them, and we would have to wait for new parts. We became downhearted and despondent, and began sending telegrams. Walters had the staying qualities, and at his suggestion I rigged up our damaged parts so we could continue to Springfield. We continued to Worcester, where it began to pour. The steering gear was all to the bad, so it was to Boston for us. We had been going for thirty-six hours with no sleep and no real meal. After the accident was the only time we touched the car. The Morgan & Wright tires also did noble work.

Very truly yours,
JOHN R. THOMAS.

NAVY WILL CLING TO YALE METHODS

ANNAPOLIS, Md., Aug. 15.—As in the past few seasons, the football team of the United States Naval Academy will this fall be trained along the lines in vogue at Yale.

Coaches who have formerly played on Eli eleven have been much sought after by Lieut. Paul Dashiell, the physical director of the Naval Academy, for several years, and each autumn has seen some former gridiron stars from New Haven hammering football principles into the middies. Jack Cates, an old end on the Yale team, who has coached the team for two years past, has been replaced this year by Ray Paige, who played at Yale last year. The middie eleven, headed by Captain Northcroft, will report for practice about the last week in September.

WEST HOLDS WHIP HAND IN BASEBALL

Four Inland Teams Lead
American League—Two
Top National.

NEW YORK, Aug. 15.—Supremacy in baseball, unquestionably is with the West in distinction from the East this year.

With four Western teams occupying the four first division berths in the American League, and two Western teams holding first and second places in the National League, not much comfort is left for baseball patrons of the Atlantic slope. Only New York and Philadelphia in the National League, retain a foothold for the East among the so-called winning clubs.

It was not so long ago that the East was supreme on the diamond. In the decade preceding the birth of the American League and the subsequent baseball war, the lion's share of the honors was monopolized by the Eastern clubs of the major league, and it seemed impossible to break into their strong intrenchments. The baseball war did this by breaking up the powerful combinations got together in Eastern cities and scattering the brainy players over the country.

For three years in the present century Pittsburg carried off the honors for the West in the old league, while Chicago and Boston were dividing them in the American League. Then the pennants switched to New York and Philadelphia in the East. Following that came the segregation of all the highest honors in Chicago alone in 1906, and since then both pennants have remained in the West, along with the world's championship.

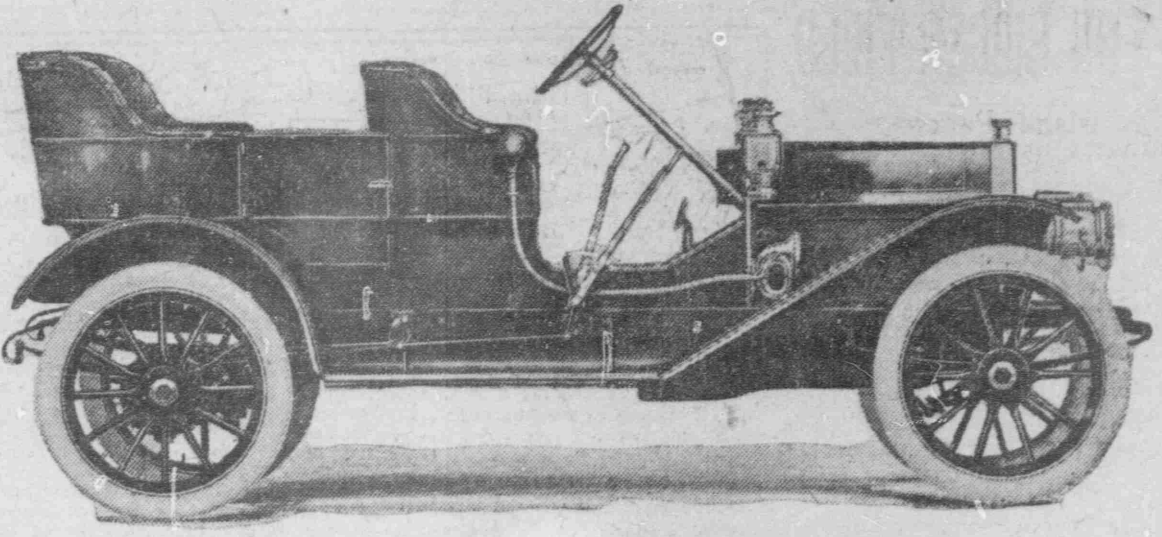
But there has been no such spectacle recently as that presented this year, when the Western clubs hold practically all the desirable positions in both leagues. The result of this gradual change during the last eight years has been a great revival of interest in the national pastime in the West without any serious loss of prestige in the East, where the enthusiasm of former years is of impelling force.

This widespread interest has spelled prosperity even in a year when business in general has been stagnant. The continuation of this prosperity naturally will necessitate concentrating more playing strength in the East before the West gets palled at winning and the East becomes weary of losing. In the enterprise and hustle of managers lies this remedy. There is no likelihood of another big league war to distribute the playing talent again.

HIS PRESENCE OF MIND.

The audience was rufhing for the exit. "Shall I sing?" cried the hysterical near soprano. "No," replied the manager, "it would only add to the terror." Later on it was learned that all of the eleven people in the auditorium had reached the sidewalk in safety.—Exchange.

NEWCOMER IN LOCAL FIELD



E. M. F. CAR.

For Which W. C. Long Recently Acquired the Washington Agency.

LOCAL DEALERS ARE HOPEFUL FOR FALL

(Continued from Fourth Page.)

W. C. Long, of the Commercial Auto and Supply Company, has returned from a visit to the factory of the E. M. F. Company, at Detroit. Mr. Long last week assumed the agency for this car and will be ready to announce by next week when demonstration models of the new car will be on hand.

Lester D. Moore's Reo is carrying a rather remarkable set of Michelin tires. The speedometer on the car shows that it has been run over 9,600 miles, and three of the tires are carrying their original "pumping," while the other has suffered but one puncture.

J. M. Stoddard, of the Cook and Stoddard Garage Company, is spending his vacation with his family at Asbury Park, N. J.

What is touted as one of the hits of the season in the automobile world has just reached the city in the shape of the new Chalmers-Detroit car. This car is the 1909 model, 24-horsepower, and comes in three models.

Royce Hough, of the Motor Car Company, will use the new machine for a demonstrating car. He has decided to keep his place open at 1315 New York avenue until 10 o'clock every night in order that the lovers of the sport may inspect the machine.

This car was recently put through a very severe test by Joe Tracy, a New York engineer, and pronounced O. K.

So far, 2,500 of these cars have been ordered and deposits paid on them, thus giving the public an idea of the apparent efficiency of the machine. Mr. Hough, accompanied by a party of friends, took his first trip today, taking in many of the hills in Rock Creek Park and they pronounced it a wonder. The Chalmers-Detroit "30" is a five-passenger car, roomy and elegant, The

wheel base is 110 inches. The painting and upholstering is of a high order of workmanship. It weighs 2,600 pounds, meaning a very low cost of upkeep, and has a speed of from forty to fifty miles per hour.

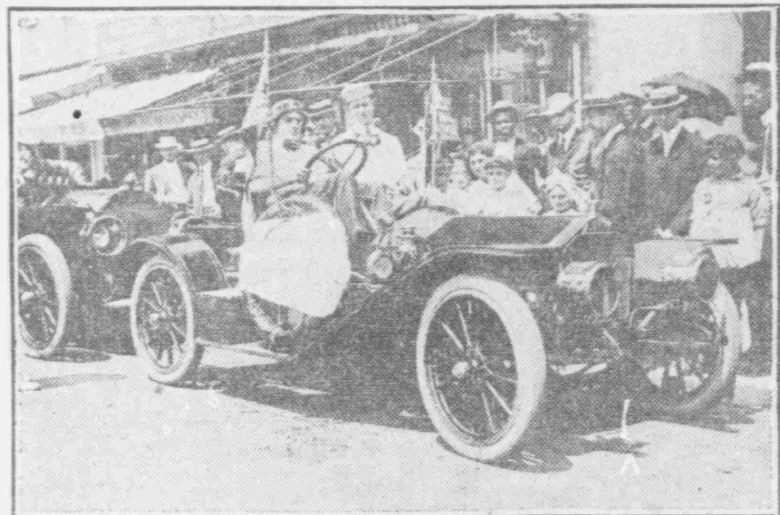
from there he expects to meet a party and go on a fishing expedition in the southeastern part of Canada.

George Wells delivered a Royal motorcycle to a West Virginia purchaser last week.

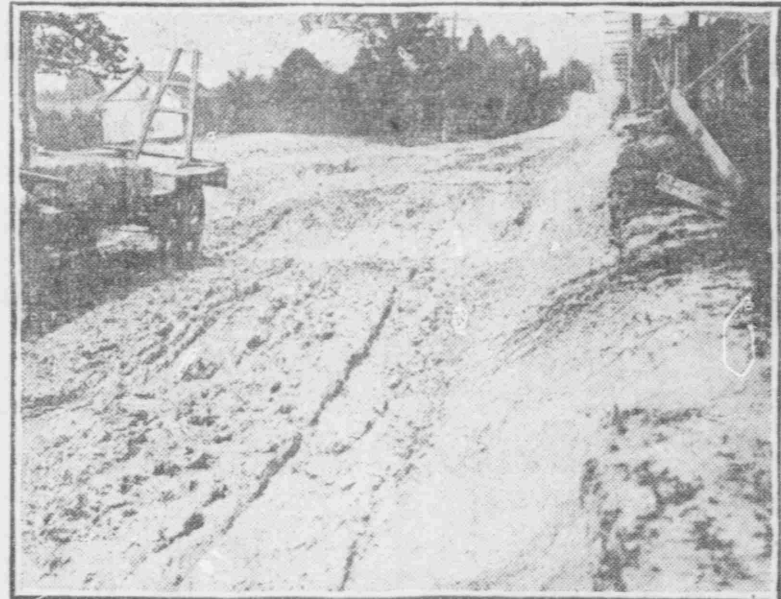
He also reports that a New Regal, which he is the Washington agent, is expected in this city shortly.

AUTOMOBILES WHERE TO BUY THEM.

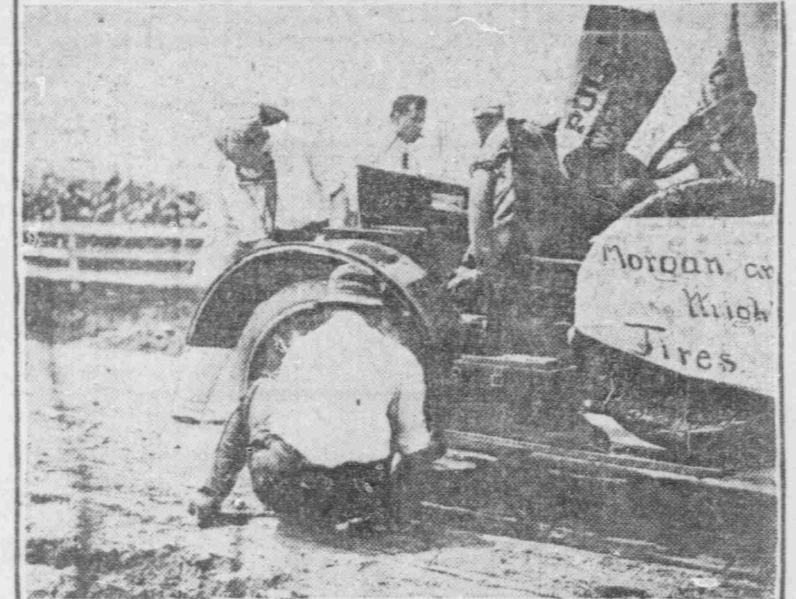
Autocar	Pope Automobile Co., of Wash., 817 13th st. nw. Tel. M. 718.	Overland	Dewey Garage, 1212 L st. nw. Tel. M. 4350.
Baker	Electric Cook-Stoddard Co., 224 and P. Tel. N. 2722.	Peerless	Motor Car Co., of Wash., 1315 New York ave. Tel. M. 2485.
Brush Runabout	Brush-Nichols Co., 1119 C. nw. Tel. 2945.	Pierce Arrow	Cook-Stoddard Co., 224 and P. nw. Tel. N. 2722.
Cadillac	Cook-Stoddard Co., 224 and P. sts. Tel. N. 2722.	Pope Hartford	Pope Auto Co., 817-819 14th st. Tel. M. 748.
Carter 2-Engine	Carter Motor Car Corp., Munsey Bldg.	Pope Tribune	Pope Auto Co., 817-819 14th st. Tel. M. 748.
Crawford	LeDroit Auto Co., rear 649 Fla. ave. nw. Tel. N. 371.	Premier	L. D. Moore, Jr., 814 14th st.
Columbia	Dupont Garage, 2929 M st. nw. Tel. N. 5141.	Pullman	Thomas & Tolman Auto Co., 1828 L st. nw. Tel. M. 1470.
Corbin	Dupont Garage, 2929 M st. nw. Tel. N. 5141.	Reo	L. D. Moore, Jr., 814 14th st. Tel. Main 1599.
Detroit Electric	Dupont Garage, 2929 M st. nw. Tel. N. 5141.	Regal	National Garage, 1333 14th st. nw.
Elmore	Elmore Agency, Vermont ave. & L st. nw. Tel. N. 7303.	Stearns	LeDroit Auto Co., rear 649 Fla. ave. Tel. N. 371.
Ford	Char. E. Miller & Bro., 1405-7 14th st. nw. Tel. N. 4178.	Stevens Duryea	Motor Car Co., 1315 N. Y. ave. Tel. M. 2485.
Franklin	Cook-Stoddard Co., 224 and P. sts. Tel. N. 2722.	Thomas	Motor Car Co., of Wash., 1315 N. Y. ave. Tel. M. 2485.
Lozier	Dupont Garage, 2929 M st. nw. Tel. N. 5141.	White	Cook-Stoddard Co., 224 and P. sts. Tel. N. 2722.
Mattheson	Pope Automobile Co., of Wash., 817-19 14th st. Tel. N. 748.	Waverly	Pope Auto Co., of Wash., 817-819 14th st. nw. Tel. M. 748.
Maxwell	Thomas & Tolman Auto Co., 1828 L st. nw. Tel. M. 1470.	Wood's Electric	Elmore Agency, Vt. ave. & L. Tel. N. 7303.
National	National Garage, 1333 14th st. nw.		



Starting from the Munsey Building



A Specimen Section of Road



Examining Tires After Hard Pull

THE PULLMAN'S WASHINGTON to BOSTON=24-HOUR RUN

A STATEMENT

A Pullman 20-H. P. Roadster left Washington at noon last Wednesday to make Boston in 24 hours—the record is 28 hours, made by a Pullman six months ago. After traveling over the worst roads imaginable the car reached Philadelphia at eight p. m.—left at nine, arrived in New York at one, left at two, reached New Haven, Conn., at six a. m. Thursday, and at six-thirty was ditched intentionally to avoid collision with an approaching vehicle drawn by a fractious horse.

At that time it was an hour ahead of its schedule and not an adjustment of any kind had been made. The car was later repaired on the road and driven to Boston that evening.

We challenge any 20-horsepower car in the world to equal that run.

THOMAS & TOLMAN CO.

1828 L STREET NORTHWEST